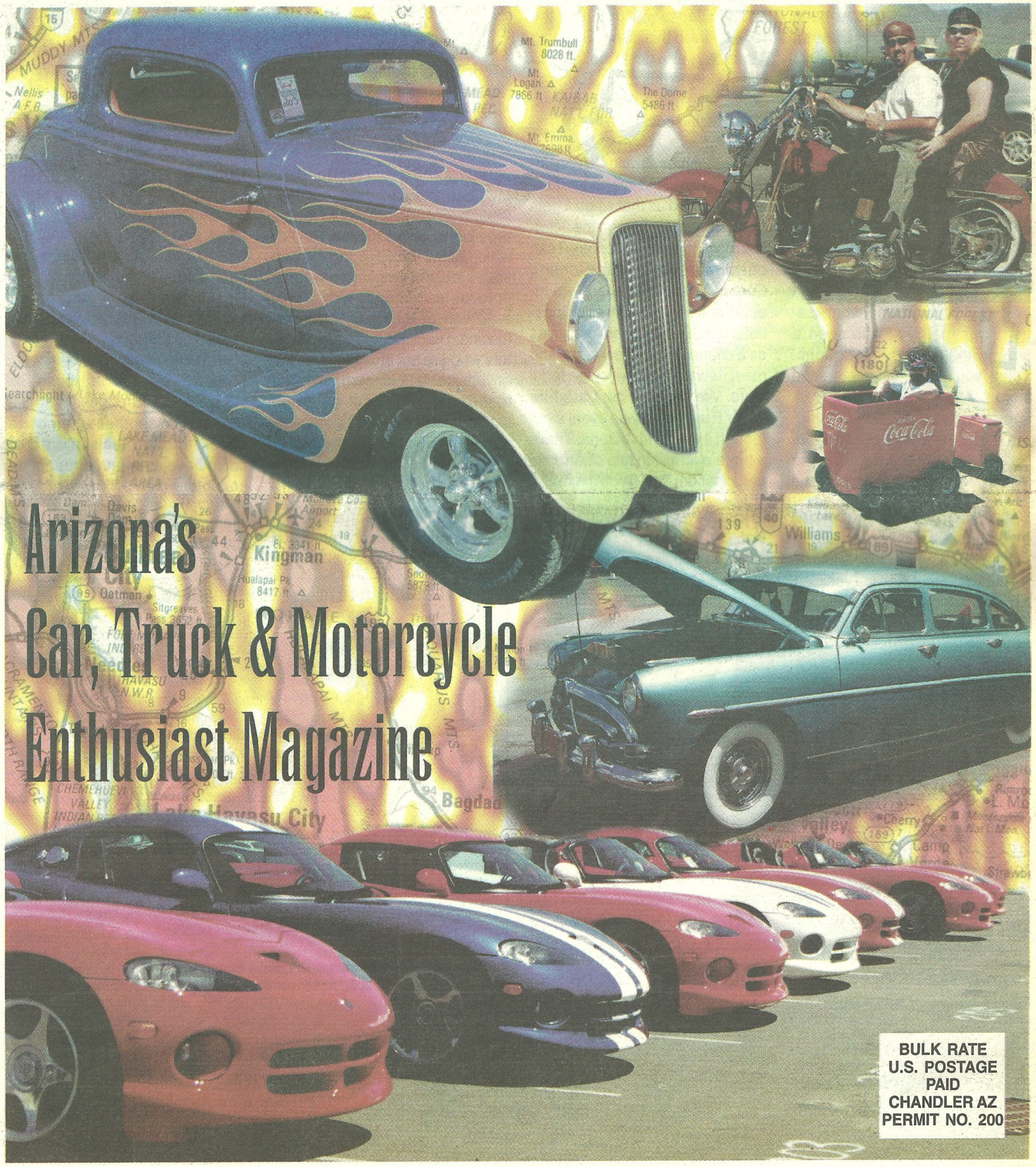
Arizona Roddin' and Ridin'

Volume 1 Number 2 June 1999



Arizona's Car, Truck & Motorcycle Enthusiast Magazine

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Today's Chemicals and your Vehicle

Hal Sanguinetti & the staff of **Arizona Roddin 'N Riding** are constantly searching for ways to provide useful information to our readers, and we thought that our readers would appreciate having some straight, unbiased info about the petroleum products that we all use in our cars. We have asked a long time friend to help us as a volunteer contributor to R'NR, and would like to introduce Chris Real to our readers.

Mr. Chris Real is a long-standing participant in the specialty lubricants and chemical industry. Chris co-founded a chemical & lubricants manufacturing and marketing business, and served as the Technical Services and OEM liaison Manager of the organization for over 20 years. After selling the lubricants & chemical organization, he worked for a major international lubricant producer for several years. He has been directly involved in several forms of motorsports, and has participated as a competitor, team member, and sponsor. He's been responsible for a variety of lubricant formulations & testing procedures for fuels, lubricants & chemicals, including an extended duration testing procedure for 2-cycle engines.

Chris participates in the business & educational community by performing chemical workplace safety services; training, loss prevention & education, as well as providing lubricant & chemical related consulting services. He's an active member of the Society of Automotive Engineers (SAE), The Society of Tribologists and Lubrication Engineers (STLE), The American Society for Testing and Materials (ASTM), and is active in numerous other industry associations. He is certified by the Society of Tribologists and Lubrication Engineers as a Certified Lubrication Specialist, and is also certified for Hazardous Waste Operations & Emergency Responses.

Presently, Chris is an independent certified consultant in the Petrochemical industry, and serves as the Director of Diversified Petrochemical Services Company in Rancho Cucamonga, California. AZ R'NR welcomes Chris as a guest contributor.

Ladies & Gentlemen, I'd like to start this column by saying that it is a privilege to be able to assist fellow motosports enthusiasts with issues related to oil and chemical products. I hope that the information that you receive in this, and future issues of R'NR will help you get more enjoyment from your vehicles, and develop a better understanding of the function and application of chemical products. I'd also like to say that whenever do-it-yourself mechanical work is performed, the individuals performing the work take into consideration their personal safety, the safety of those around them, and be conscious of the environmental impact that waste products may have. Please take care of your selves, as well as the environment and stay healthy long enough to play with your toys for years to come!

FUEL SYSTEM MAINTENANCE

The fuel systems on recreational performance vehicles require periodic maintenance. The automotive gasoline fuels that are available at this time are highly complex blends of hydrocarbons. Gasoline contains a variety of distillates that provide the fuel to power our engines. The fuel is generally made up of a mixture several types of components that expand rapidly when heated and when combustion takes place, therefore converting the liquid fuel into a source of power for the internal combustion engine.

The motor fuels have complex properties to assist in power delivery, drive-ability, knock reduction, emission reduction and induction system cleanliness. The physical properties of gasoline and diesel fuel may vary by regional requirements, and care should be taken to insure that the proper fuel be used for the mechanical requirements of the engine. This is common knowledge, and most streetcar enthusiasts recognize the importance of using the correct octane, and keeping their engine properly tuned.

However, there is another side of gasoline that sport vehicle enthusiasts should be aware of, and this is keeping the fuel system clean and free of deposits that can cause difficulties when the vehicle is not driven daily.

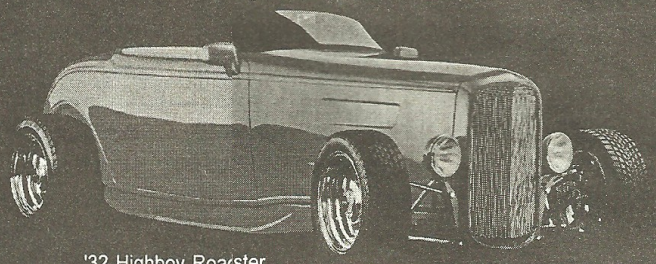
Due to the fact that gasoline evaporates and leaves some residues that may impede performance, as well as the fact that the re-formulated gasoline can introduce water or other components into the system, periodic system cleaning should be considered. Cleaning of the fuel system on a car that is run often is usually not too labor intensive or costly, however on older vehicles that have not been run in some time the process can be quite an adventure.

First of all, on vehicles that have been sitting and the gasoline has evaporated, it should be assumed that deposits such as gum, varnish, and corrosion are in the fuel system. These deposits will effect the performance of the vehicle, and can lead to many hours of frustrating bewilderment spent in the garage chasing poor drive-ability, difficult to diagnose missing, rough idle, flooding, start & die, and overheating problems.

The deposits accumulate throughout the system and can be removed with the use of a liquid fuel system cleaner, such as Chevron Techron or one of the other fuel system cleaners. Personally, I use the Techron because you can generally find it in most states and it is

This Is Not Your Mother's Station Wagon...

...So why use the same oil?



'32 Highboy Roadster
Owner: Kugel konponents

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Chemicals Cont.

effective with diesel fuel, and it works well at one ounce per gallon of gasoline.

However, when you use a fuel system chemical be sure to have the fuel tank at least ¾ full, and keep in mind that the fuel filter may become restricted when the deposits are removed from the tank. The ultra-fine micron fuel filters on fuel injected vehicles are very sensitive to restriction! The deposits from the fuel filter forward, will go through the carburetor or injectors and may cause some rough running for a period of time, and these deposits will go through the combustion chamber as well.

One other thing to note is that combustion chamber deposits may also be removed, and a portion of the deposits will probably wind up in the engine oil, so plan on doing an oil & filter change shortly after running a fuel system cleaner.

On older vehicles or vehicles that have aluminum fuel tanks be sure to do frequent fuel filter changes, and be sure that the fuel tank does not accumulate water and start to corrode. Older vehicles may experience some difficulties associated with the new-generation fuels, and the fuel systems should be checked often to be sure that they do not have a catastrophic event... In the event that any of our readers have a suggestion for subjects for future articles you may forward them to the R'NR editorial staff or directly to me by e-mail at "gm@chemhelp.com".

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